

**Maryland Historical Trust**

Maryland Inventory of Historic Properties number: F-3-44

Name: 10034/WS40 over Rock Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>  X  </u>	Eligibility Not Recommended <u>      </u>
Criteria: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u>	Considerations: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> <u>  E  </u> <u>  F  </u> <u>  G  </u> <u>None</u>
Comments: _____	
_____	
_____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>  3 April 2001  </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>  3 April 2001  </u>

**MARYLAND INVENTORY OF HISTORIC PROPERTIES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION  
MARYLAND HISTORICAL TRUST**

**MHT NO. F-3-49**

**NAME AND SHA NO.:** 10034

**LOCATION**

**Road Name and Number:** US 40 over Rock Creek

**City/Town:** Braddock Heights ☒ vicinity

**County:** Frederick

**Ownership:** ☒ State ☐ County ☐ Municipal ☐ Other

**Bridge projects over:** ☐ Road ☐ Railway ☒ Water ☐ Land

**Is bridge located within designated district?:** ☐ yes ☒ no  
☐ NR listed district ☐ NR determined eligible district  
☐ locally designated ☐ other  
Name of District

**BRIDGE TYPE**

- ☐ Timber Bridge  
☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete
- ☐ Stone Arch Bridge
- ☐ Metal Truss Bridge
- ☐ Moveable Bridge  
☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf  
☐ Vertical Lift ☐ Retractable ☐ Pontoon
- ☐ Metal Girder  
☐ Rolled Girder ☐ Rolled Girder Concrete Encased  
☐ Plate Girder ☐ Plate Girder Concrete Encased
- ☐ Metal Suspension
- ☐ Metal Arch
- ☐ Metal Cantilever
- ☒ Concrete  
☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame  
☐ Other Type Name

**DESCRIPTION**

**Describe the Setting:**

Bridge 10034 carries US 40 (Baltimore National Pike) over Rock Creek west of the city of Frederick in the central portion of the county. US 40 runs in a generally east-west direction; Rock Creek flows south-north. Because US 40 is divided at this location, the bridge carries only west-bound traffic. The surrounding area includes commercial development on the northwestern and northeastern sides of the bridge. Bridge 10034 is located in the Piedmont physiographic province, an area characterized by variegated topography where waterways have cut through the valleys.

**Describe the Superstructure and Substructure:  
(Discuss points identified in Context Addendum, Section C)**

Bridge 10034, a single-span concrete beam bridge, has a clear span length of 36'. The 40' wide roadway carries two lanes of traffic westbound. A sidewalk is located at the northeast corner of the bridge. Steel guardrails are attached to the paneled endposts of the open balustrade concrete parapets. The substructure consists of striated concrete wing walls, abutments, and retaining walls and chamfered headwalls.

According to recent inspection reports, the bridge shows some areas of rusted, exposed rebars, as well as spalling and minor cracking, however, the structure appears to be in generally good condition.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

**Discuss major alterations:**

There is no evidence that this bridge has undergone any major alterations since its construction.

**HISTORY**

**When Built:** 1936

**Why Built:** Statewide road improvement programs and local transportation needs

**Who Built:** State Roads Commission of Maryland

**Who Designed:** Unknown

**Why Altered:** N/A

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**Was this bridge built as part of an organized bridge building campaign?: Yes**

Erected in 1936, Bridge 10034 formed part of the modern US 40 built in response to increased automobile use on state roads and the growing inadequacy of the original road system improved by the State Roads Commission (SRC) to handle larger traffic volumes. The SRC's major building effort during the 1930s, and one of the first on a new alignment designed to bypass towns and railroads slowing traffic movement, construction of the road marked a transition from the improvement of earlier roads and turnpikes characterizing the SRC's operations during the early twentieth century to an organization of highway and transportation planners.

**SURVEYOR ANALYSIS**

**This bridge may have NR significance for association with:**

  X   A (Events)      B (Person)      C (Engineering/Architectural Character)

**Was this bridge constructed in response to significant events in Maryland or local history?**

Yes. Construction of US 40 provided entry to previously sparsely populated areas in the western portion of the state and promoted commercial development along its route.

**When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

Bridge 10034 may contribute to a potential historic district encompassing resources related to development along US 40 after its initial construction in the 1930s.

**Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?**

Bridge 10034 may contribute to a potential historic district encompassing resources related to development along US 40.

**Is the bridge a significant example of its type?**

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

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**Does the bridge retain integrity of the important elements described in the Context Addendum?**

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?**

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

**Should this bridge be given further study before significance analysis is made, and why?**

Yes. Further study may indicate whether a linear historic district encompassing resources associated with the construction of US 40 during the 30s and the surrounding area's subsequent development may exist.

**BIBLIOGRAPHY**

Crosby, Walter Wilson

1906        *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

1908        *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

Johnson, A.N.

1903        *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

1958        *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore.

Maryland State Highway Administration

1987-93     Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

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P.A.C. Spero and Company and Louis Berger and Associates, Inc.

1994      *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

1930      *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

1936      As-built drawings. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

1935      Contract files. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

**SURVEYOR INFORMATION**

**Name:**                      Margaret A. Bishop and Michelle M. Lupien

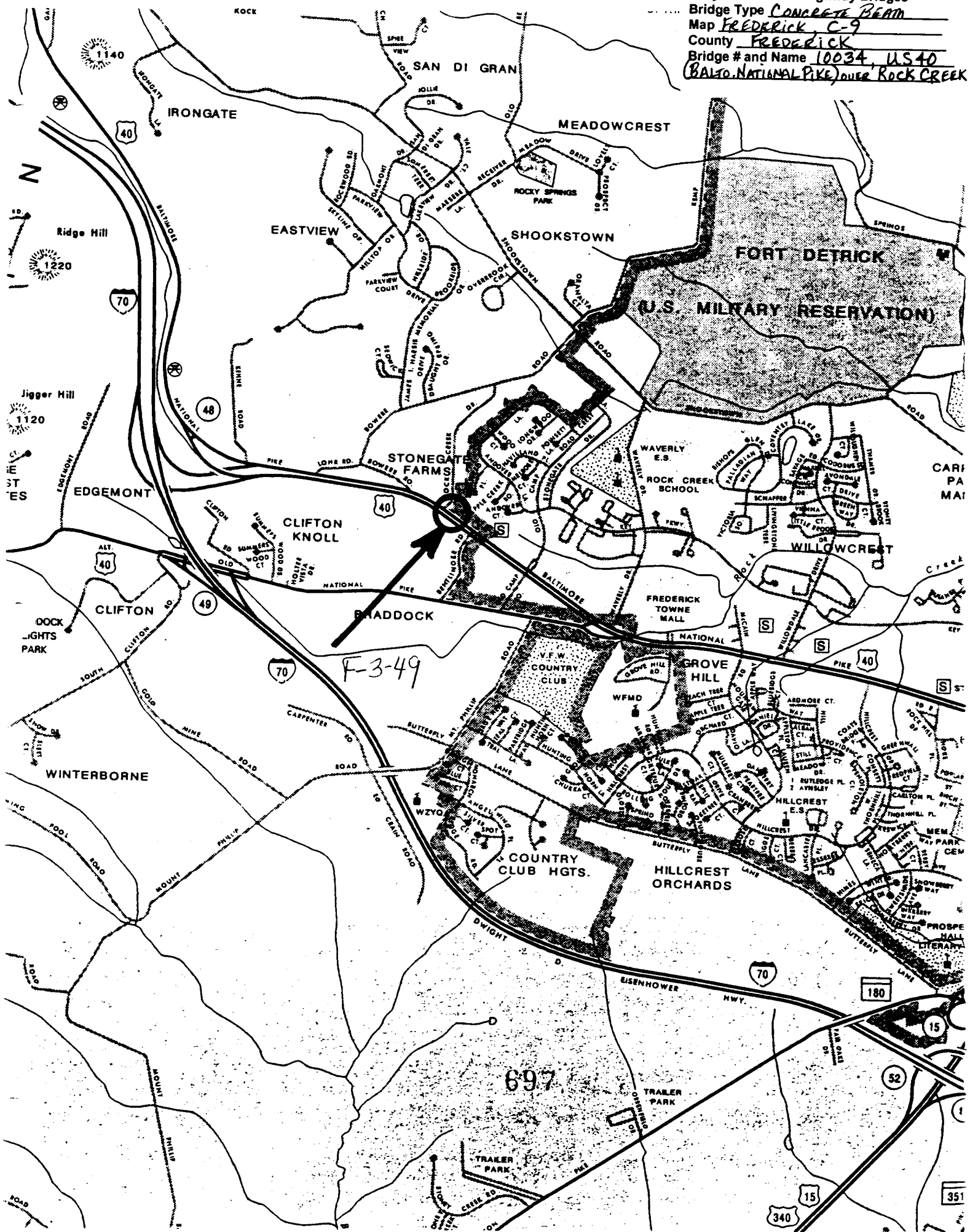
**Date:** 13 May 1996

**Organization:**        KCI Technologies, Inc.

**Telephone:** (717) 691-1340

**Address:**                5001 Louise Dr., Suite 201  
                                 Mechanicsburg, PA 17055

Maryland Historic Highway Bridges  
Bridge Type Concrete Beam  
Map FREDERICK, C-9  
County FREDERICK  
Bridge # and Name 10034, US 40  
(BALTO. NATIONAL PIKE) OVER ROCK CREEK







Inventory # 1-3-49

Name 10034- US40 OVER ROCK CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description WEST APPROACH

Number 1 of 35 4



Inventory # F-3-49

Name 10034-US40 OVER ROCK CREEK

County/State FREDERICK COUNTY/M.D

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING SOUTH

Number 24 of 354



Inventory # F-3-49

Name 10034-4540 OVER ROCK CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING NORTH

3  
Number 5 of 35 4



Inventory # F-3-49

Name 10034-4540 OVER ROCK CREEK

County/State FREDERICK COUNTY/MO

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SWA

Description EAST APPROACH

4  
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